

§153.054 OFF-STREET PARKING AND LOADING

1. Purpose. The purpose of this section is to assure that no building or other permit shall be issued until plans and evidence are presented to show how the off-street parking and loading requirements are to be fulfilled and that property is and will be available for exclusive use as off-street parking and loading space. The subsequent use of the property for which the permit is issued shall be conditional upon the unqualified continuance and availability of the amount of parking and loading space required by this Ordinance.
2. Scope. Development of off-street parking and loading areas shall be provided and maintained for any type of development as set forth in this section. Off-street parking and loading standards apply to the following types of development:

- A. A new building or structure erected after the effective date of this Ordinance;
- B. The construction or provision of additional floor area, seating capacity or other expansion of an existing building or structure; and/or
- C. A change in the use of a building or structure existing on the effective date of this Ordinance which would require additional off-street parking spaces or off-street loading areas under the provisions of this section.

If the expansion of an existing building or structure does not exceed 50% of the market value or the capacity of the existing building or structure is increased by less than 50% in size, additional parking spaces only need to be provided in proportion to the expansion.

If the expansion of an existing building or structure exceeds 50% of the market value or the capacity of the existing building or structure is increased by more than 50% in size, parking spaces and loading spaces must be provided for the entire use according to 7 and 8 of this section.

If the building or structure in which the change of use occurred does not require additional off-street parking or off-street loading spaces, no additional parking or loading spaces shall be required. Any use requiring one half (1/2) or more of a parking space or loading space shall be deemed to require the full space. Parking spaces and loading spaces provided to meet the requirements of this Ordinance shall not be reduced in size or number to an amount less than required by this Ordinance for the use occupying the building. The provision and maintenance of off-street parking and loading space is a continuing obligation of the property owner.

Meeting Off-Street Parking and Loading Requirements. A plan drawn to scale and dimensioned, indicating how the off-street parking and loading requirements are to be met, shall accompany an application for a Zoning Clearance Permit.

3. Location of Parking Facilities. Off-street parking spaces for one or two family dwellings shall be located on the same lot with the dwelling. Parking spaces for all other dwelling units require Site Plan Approval (see §153.073) by the Planning Commission and in addition to §153.051 and §153.055, must comply with the following requirements. Vehicle parking is allowed only

on approved on-street parking shoulders, within garages, carports, and other structures, or on driveways or parking lots that have been developed in conformance with this code.

A. Except for single-family dwellings and duplexes, the vehicle parking spaces required by this Section may be located on another parcel of land provided the parcel is within 500 feet from the building or use they are intended to serve. The distance from the parking area to the use shall be measured in straight lines from the nearest parking space to the building entrance following a pedestrian route (sidewalk). The burden of proving the existence of such off-premise parking arrangements rests upon the person who has the responsibility of providing parking. The right to use the off-site parking must be evidenced by a recorded deed, easement, or similar written instrument.

B. Use of Parking Facilities/ Availability of facilities. Required parking space shall be available for the parking of operable passenger automobiles of residents, customers, patrons and employees only, and shall not be used for the storage of vehicles or materials. Areas needed to meet the parking requirements of a particular building or use shall not be transformed or changed to another type of use, or transferred to meet the parking requirements of another building or use until the parking required for the original user of said parking area is provided at another approved location. Owners of off-street parking facilities may post a sign indicating that all parking on the site is available only for residents, customers, patrons, and/or employees, as applicable. Signs shall conform to the standards of §153.053 of this Ordinance.

C. Parking, Front Yard. Unless otherwise provided, required parking and loading spaces shall not be located in a required front yard, except in the case of a single or two-family dwelling, and except in the case of a use in a C-N District where parking spaces may be located in the rear ten (10) feet of the required 20 foot front yard, and except for uses in a C-H District where parking and loading may occur in all but the first ten (10) feet of yard area from any public right-of-way. Parking spaces may be located within a required side or rear yard.

4. Joint Use of Facilities. The off-street parking requirements of two or more uses, structures or parcels of land may be satisfied by the same parking or loading space used jointly to the extent that it can be shown by the owners or operators of the uses, structures or parcels that their operations and parking needs do not overlap in point of time. If the uses, structures or parcels are under separate ownership, the right to joint use of the parking space must be evidenced by a deed, lease, contract or other appropriate written document to establish the joint use that must extend over the time period of the use of the property.
5. More than One Use on One or More Parcels: In the event several uses occupy a single structure or parcel of land, the total requirements for off-street parking shall be the sum of the requirements of the several uses computed separately, provided, however, where the operation of these different uses is such that the hours of operation or uses complement each other insofar as the parking demand is concerned, the planning commission may authorize a reduction in these requirements. If the planning commission finds that a portion of the floor area, not less than one hundred contiguous square feet, in a retail store will be used exclusively for storage of merchandise which is not being displayed for sale, it may deduct such space in computing

parking requirements, but the owner shall not thereafter use the space for any other purpose without furnishing additional off-street parking as required by this chapter.

6. On-Street Parking Credit. For property within the Multiple Use Residential (R-0) Zone, the Central Commercial (C-C) Zone and Town Center (T-C) Zone Districts, and outside of the C-4 Parking District, the amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space adjacent to the development. An on-street parking credit reduces the number of off-street parking spaces required. An on-street parking credit does not reserve parking spaces for the specific commercial business utilizing the credit. The Planning Commission shall review and approve all on-street parking credits. On-street parking shall follow the established configuration of existing on-street parking as established by the City of Tillamook. The following constitutes an on-street parking space:

- A. Parallel parking, each 24 feet of uninterrupted curb;
- B. Curb space must be connected to the lot which contains the use;
- C. Parking spaces that would not obstruct a required clear vision area, nor any other parking that violates any law or street standard; and
- D. On-street parking spaces that may be credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or actions limiting general public use of on-street spaces is permitted.
- E. On-street parking is on a street that is designed and physically improved to accommodate parking within the right-of-way.
- F. On-street parking credit shall not be considered on or adjacent to areas of town zoned Low-Density or Medium-Density Residential (R-7.5, Single-Family Residential or R-5.0, Single-Family Duplex Residential).

7. Off-Street Loading. Every use for which a building is erected or structurally altered to the extent of increasing the floor area to equal a minimum floor area required to provide loading space, and which will require the receipt or distribution of materials or merchandise by truck or similar vehicle, shall provide off-street loading space on the basis of minimum requirements as follows [Note: Commercial Buildings within the Town Center Overlay Zone District shall refer to §153.032 for loading requirements]:

- A. Commercial, industrial and public utility uses, which have a gross floor area of 5,000 square feet or more, shall provide truck loading or unloading berths in accordance with the following table:

<u>Square Feet of Floor Area</u>	<u>Number of Berths Required</u>
Less than 10,000	0
10,000 - 30,000	1
30,000 - 100,000	2
100,000 and over	3

- B. Restaurants, office buildings, hotels, motels, hospitals and institutions, schools and colleges, public buildings, recreation or entertainment facilities and any similar use which has a gross floor area of 30,000 square feet or more shall provide off-street truck loading or unloading berths in accordance with the following table:

Square Feet of Floor Area	Number of Berths Required
Less than 30,000	0
30,000 - 100,000	1
100,000 and over	2

- C. A loading berth(s) shall contain space large enough to accommodate the largest anticipated delivery vehicle, and be not less than ten feet wide, twenty-five feet in length and fourteen feet in height. If the vehicles generally used for loading and unloading exceed these dimensions, the required length of these berths shall be increased.
- D. If loading space has been provided in connection with an existing use or is added to an existing use, the loading space shall not be eliminated if elimination would result in less space than required to adequately handle the needs of the particular use.
- E. Off-street parking areas used to fulfill the requirements of this Ordinance shall not be used for loading and unloading operations except at off-peak hours during periods of the day when not required to take care of parking needs.
- F. Passenger Loading/Unloading: A driveway designed for continuous forward flow of passenger vehicles for the purpose of loading and unloading passengers, shall be located on the site of any school or other public meeting place which is designed to accommodate more than 25 persons at one-time.
8. Off-Street Parking. Off-street parking spaces shall be provided and maintained as set forth in this section for all uses in all zoning districts except the Downtown (C-4) Commercial District as described in Section 17. The minimum number of required off-street vehicle parking spaces (i.e. parking that is located in parking lots and garages and not in the street right-of-way) shall be determined based on the standards listed in subsections 4 - 7 of this section. Off-street parking spaces shall be provided as follows [Note: Commercial Buildings within the Town Center Zone shall refer to §153.032.1(9) for parking and circulation standards]:

<u>Use</u>	<u>Requirement</u>
A. Residential	
One, Two and Three-family dwellings:	Two spaces per dwelling
Multi-family dwelling containing four or more dwelling units:	One and one-half spaces per dwelling unit

Bed & Breakfast
Establishments:

Two spaces per dwelling plus
one per guest room.

Rooming or boarding
houses; accessory
rental units

One space for each
accommodation and one space
per guest room.

B. Commercial Services:

Bank, personal services, office,
(except medical and dental):

One (1) space per five
hundred (500) square feet of
floor area plus one (1) space per
two (2) employees

Barber shop or beauty shop:

One (1) space per service
Chair or stool

Bed and Breakfast
Establishments:

Two (2) spaces per dwelling
plus one (1) per guest room for
the establishments of three (3)
guest rooms or more

Clubs; Lodge:

The same number of spaces to
meet the combined
requirements of the uses being
conducted such as hotel,
restaurant, auditorium, etc.

Eating and Drinking
Establishments

One (1) space per four (4) seats
or one (1) space per 100 square
feet of dining or drinking area
whichever is greater.

Hotel/Motel:

One (1) space for the owner or
manager, one (1) space per two
(2) employees, one (1) space
per guest room or suite.

Medical and Dental office
or clinic:

One space per 200 square
feet of floor area plus one space
per 2 employees

Mortuaries, chapels:

One (1) space per four (4) seats
or eight (8) feet of bench length
in main chapel

Self-service Laundry

One (1) space per four

or Dry Cleaning:

(4) washing or cleaning machines

Service or repair shop

One space per 600 square feet of floor area.

C. Commercial Retail Stores:

4000 square feet or less:

One (1) space per two hundred (200) square feet of floor area

4001 square feet or more:

One (1) space per two hundred seventy-five (275) square feet of floor area

Retail store exclusively handling bulky merchandise such as auto mobiles, furniture and large appliances

One space per 600 square feet of retail floor area.

Open air market;
used car sales lot

One space for 1,500 square feet of land area

Supermarkets, Grocery Stores:

One (1) space per two (2) employee, plus

4000 square feet or less:

One (1) space per one hundred fifty (150) square feet of floor area

4001 square feet and over:

One (1) space per two hundred (200) square feet of floor area.

D. Commercial amusements

Bowling alley:

Three (3) spaces per lane plus one (1) space per two (2) employees

Dance Hall, Skating Rink:

One (1) space per one hundred (100) square feet of floor area plus one (1) space per two (2) employees

Miniature Golf Course:

Four (4) spaces per hole

Stadium, arena, theater:

One (1) space per four (4) seats or eight (8) feet of bench length

E. Industrial

Manufacturing
establishment:

One (1) space per employee
on the maximum shift

Storage warehouse, rail or
trucking freight terminal:

One (1) space per employee
on the maximum shift

Wholesale establishment:

One (1) space per employee
plus one (1) space per seven
hundred (700) square feet of
patron serving area

Public Utilities
(gas, water, telephone, etc),
not including business offices:

One (1) space per two (2)
employees on the largest shift,
plus one (1) space per company
vehicle; a minimum of two (2)
spaces is required.

F. Institutions/ Places of Public Assembly

Child Care Centers,
having thirteen (13) or more children

One (1) space per two (2)
employees; a minimum of two
(2) spaces is required

Churches and
similar places of worship

One (1) space per four (4) seats
or eight (8) feet of bench length
in the main auditorium

Convalescent hospital,
nursing home, sanitarium,
rest home, home for seniors

One (1) space per two (2) beds
for patients or
resident

Golf Course, (except miniature)

Eight (8) spaces per hole, plus
additional spaces for any
auxiliary uses set forth in this
section

Hospitals:

Two (2) spaces per patient bed.

Library, reading room,
museum, art gallery

One (1) space per four
hundred (400) square feet of
floor area plus one (1) space per
two (2) employees

Limited school service facility
(i.e. non-classroom):

One (1) space per four
hundred (400) square feet
of floor area

Other auditorium,
meeting rooms

One (1) space per four
(4) seats or eight (8) feet of
bench length. If no permanent
seats are provided, one space
per 100 sq. feet of floor or
assembly area.

Schools

Pre-school nursery
kindergarten:

Two (2) spaces per teacher

Elementary and
Junior High:

One (1) space per employee
or one and one-half (1 1/2)
space per classroom or one (1)
space per four (4) seats or eight
(8) feet of bench length in the
auditorium or assembly room,
whichever is greater

High School:

One (1) space per employee
plus one (1) space for each six
(6) students or one (1) space per
four (4) seats or eight (8) feet of
bench length in the main
auditorium, whichever is
greater

Colleges, Universities,
and commercial trade
schools for adults:

One and one-half (1 1/2) spaces
per classroom, plus one (1)
space per five (5) students the
school is designed to
accommodate or one (1) space
per three (3) seats in classrooms
whichever is greater

Correctional institutions:

One space per five beds for
patients or inmates

G. Other uses not specifically listed above shall furnish parking as required by the Planning Commission. The Planning Commission shall use the above list as a guide for determining requirements for said other uses, and shall determine the minimum number of parking spaces required to avoid undue interference with the public use of streets and alleys.

9. Disabled Parking (as required in conformance with the Americans with

Disabilities Act). The number of disabled parking spaces shall comply with the following standards. Striping and signing of the handicap space(s) shall conform to ADA Standards and are shown in the figure below, and referenced on following pages.

Total Number of Parking Spaces provided (per lot)	Accessible Parking Spaces	Van Accessible Parking Spaces with min 96" wide access aisle Required	Parking Spaces with min 60" wide access aisle
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column to the left parking provided in each lot	7/8 of 1st column
1001 and over	20 plus 1 for each 100 over 1000	1/8 of Column to the left Accessible	7/8 of 1st column for each one hundred

10. Development and Maintenance Standards for Off-Street Parking and Loading

Areas. Every parcel of land hereafter used as a public or private parking area, including commercial parking lots and public parking lots, shall be developed as follows:

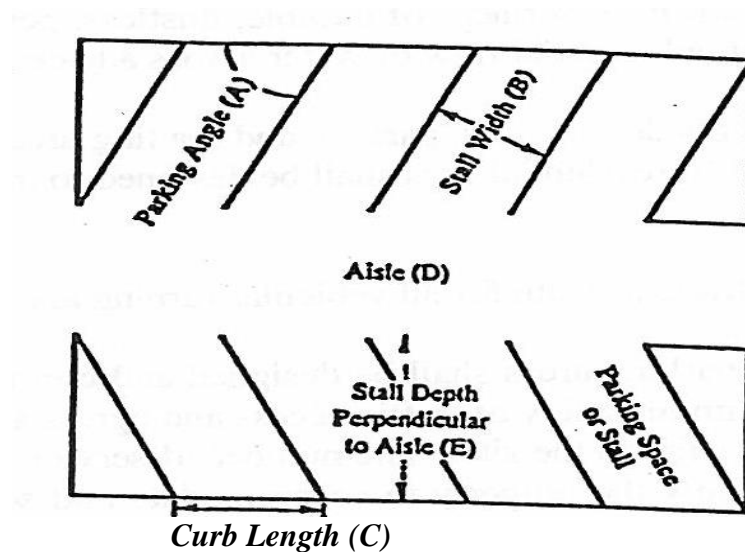
- A. An off-street parking area for more than five (5) vehicles shall be effectively screened by a sight-obscurer fence, hedge or planting, on each side which adjoins property situated in an R-7.5, R-5.0, or R-O District or the premises of any school or like institution.
- B. Any lighting used to illuminate the off-street parking areas shall be pedestrian-scale and so arranged that it will not project light rays directly or create or reflect substantial glare upon any adjoining property in an R-7.5, R-5.0 or R-O District or on any adjacent dwelling.
- C. Except for single-family and duplex dwellings, groups of more than two (2) parking spaces shall be so located and served by a driveway that their use will require no backing movements or other maneuvering within a street or right-of-way other than an alley.
- D. Types of surfacing required for off-street parking and loading areas
 1. Areas used for standing vehicles and required for maneuvering of vehicles in all residential, commercial, or industrial zones shall have surfaces of asphalt, concrete, brick or other permanent, durable, dustless surfaces maintained adequately for all weather use (excluding oil-matte surfaces). Permeable surfaces are encouraged. All such areas shall be so drained as to avoid standing water and flow of water across sidewalks, walkways and adjacent properties.
 2. According to Section 3.02.03, Driveways, of the City of Tillamook Street and Storm Drainage Design Standards, all driveway aprons shall be paved a minimum of twenty (20) feet from the back of the sidewalk into the driveway.

3. Unless the driveway is shared between adjacent property owners, a minimum of five (5) feet between the improved driveway surface and the property line is required as is further determined by the street designation in §153.051, Site Development Standards of this development code.
 4. Areas used for standing and maneuvering of vehicles in all property within the designated Floodway shall have surfaces of durable, dustless, permeable materials. All such areas shall be designed to avoid flow of water across adjacent properties.
- E. Except for parking to serve one or two family residential uses, parking and loading areas adjacent to or within residential zones or adjacent to residential uses shall be designed to minimize disturbance of residents by the erection of a sight-obscuring fence of not less than five nor more than six feet in height between the uses, except where vision clearance is required.
 - F. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.
 - G. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access and egress and maximum safety of pedestrians and vehicular traffic on the site. The number of service drives shall be limited to the minimum that will allow the property to accommodate and service the traffic to be anticipated. Service drives shall be clearly and permanently marked and defined through the use of rails, fences, walls, or other barriers or markers on frontage not occupied by service drives. Service drives to drive-in establishments shall be designed to avoid backing movements or other maneuvering within a street, other than an alley.
 - H. Service drives shall have a minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line and a straight line joining said lines through points 20 feet from their intersection. Such area shall be maintained free of all visual obstructions. (See §153.003 for Definition.)
 - I. Curbing and Wheel Stops. Parking spaces along the outer boundaries of a parking area shall be contained by a curb or bumper rail so placed to prevent a motor vehicle from extending over an adjacent property line or a street. Wheel stops shall be a minimum of four inches in height and width, and six feet in length; shall be firmly attached to the ground, and so constructed as to withstand normal wear. Wheel stops shall be provided where appropriate for all spaces abutting property lines, buildings, landscaping and no vehicle shall overhang a public right-of-way.
 - J. Marking/Striping. Except for parking to serve one or two family residential uses, all spaces shall be permanently and clearly marked/striped according to the City stall standards.
11. Maximum Number of Parking Spaces Allowed. The number of parking spaces provided commercial use in ground surface parking lots shall not exceed the required minimum number of spaces provided by this Section by more than 10%. Spaces provided on-street, or within the building footprint of structures, such as in rooftop parking, or understructure parking, or in multi-level parking above or below surface lots, may not apply towards the maximum of

allowable spaces. Parking spaces provided through "shared parking" also do not apply towards the maximum number.

12. Parking Stall Standard Dimensions, Disabled Person Parking Stall Requirements and Standard Dimensions. All off-street parking stalls shall be improved to conform to City standards for surfacing, storm water management and striping. Standard parking spaces shall conform to the dimensions in the following figure.

A. Standard Dimensions



Minimum Standard Parking Spaces and Aisle Dimensions

Angle (A)	Width (B)	Curb Length (C)	1 Way Aisle Width (D)	2 Way Aisle Width (D)	Stall Depth (E)
0° (Parallel)	8 ft.	22 ft. – 6 in.	12 ft.	24 ft.	20 ft.
30°	9 ft.	18 ft.	12 ft.	24 ft.	17 ft.
45°	9 ft.	12 ft. – 6 in.	12 ft.	24 ft.	19 ft.
60°	9 ft.	10 ft. – 6 in.	18 ft.	24 ft.	20 ft.
90°	9 ft.	9 ft.	24 ft.	24 ft.	19 ft.

B. Disabled person parking spaces shall conform to the following standards and dimensions:

Minimum Number of Accessible Parking Spaces
ADA Standards for Accessible Design 4.1.2 (5)

Total Number of Parking spaces Provided (per lot)	Total Minimum Number of Accessible Parking Spaces (60" & 96" aisles)	Van Accessible Parking Spaces with min. 96" wide access aisle	Accessible Parking Spaces with min. 60" wide access aisle
Column A			
1 to 25	1	1	0
26 to 50	2	1	1
51 to 75	3	1	2
76 to 100	4	1	3
101 to 150	5	1	4
151 to 200	6	1	5
201 to 300	7	1	6
301 to 400	8	1	7
401 to 500	9	2	7
501 to 1000	2% of total parking provided in each lot	1/8 of Column A*	7/8 of Column A**
1001 and over	20 plus 1 for each 100 over 1000	1/8 of Column A*	7/8 of Column A**

* one out of every 8 accessible spaces

** 7 out of every 8 accessible parking spaces



ADA Design Guide

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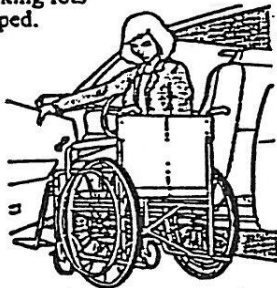
Restriping Parking Lots

Accessible Parking Spaces

When a business, State or local government agency, or other covered entity restripes a parking lot, it must provide accessible parking spaces as required by the ADA Standards for Accessible Design. Failure to do so would violate the ADA.

In addition, businesses or privately owned facilities that provide goods or services to the public have a continuing ADA obligation to remove barriers to access in existing parking lots when it is readily achievable to do so. Because restriping is relatively inexpensive, it is readily achievable in most cases.

This ADA Design Guide provides key information about how to create accessible car and van spaces and how many spaces to provide when parking lots are restriped.



Accessible Parking Spaces for Cars

Accessible parking spaces for cars have at least a 60-inch-wide access aisle located adjacent to the designated parking space. The access aisle is just wide enough to permit a person using a wheelchair to enter or exit the car. These parking spaces are identified with a sign and located on level ground.

Van-Accessible Parking Spaces

Van-accessible parking spaces are the same as accessible parking spaces for cars except for three features needed for vans:

- a wider access aisle (96") to accommodate a wheelchair lift;
- vertical clearance to accommodate van height at the van parking space, the adjacent access aisle, and on the vehicular route to and from the van-accessible space, and
- an additional sign that identifies the parking spaces as "van accessible."

One of eight accessible parking spaces, but always at least one, must be van-accessible.



Location

Accessible parking spaces must be located on the shortest accessible route of travel to an accessible facility entrance. Where buildings have multiple accessible entrances with adjacent parking, the accessible parking spaces must be dispersed and located closest to the accessible entrances.

When accessible parking spaces are added in an existing parking lot, locate the spaces on the most level ground close to the accessible entrance. An accessible route must always be provided from the accessible parking to the accessible entrance. An accessible route never has curbs or stairs, must be at least 3-foot wide, and has a firm, stable, slip-resistant surface. The slope along the accessible route should not be greater than 1:12 in the direction of travel.

Accessible parking spaces may be clustered in one or more lots if equivalent or greater accessibility is provided in terms of distance from accessible entrance, parking fees, and convenience. Van-accessible parking spaces located in parking garages may be clustered on one floor (to accommodate the 98-inch minimum vertical height requirement).

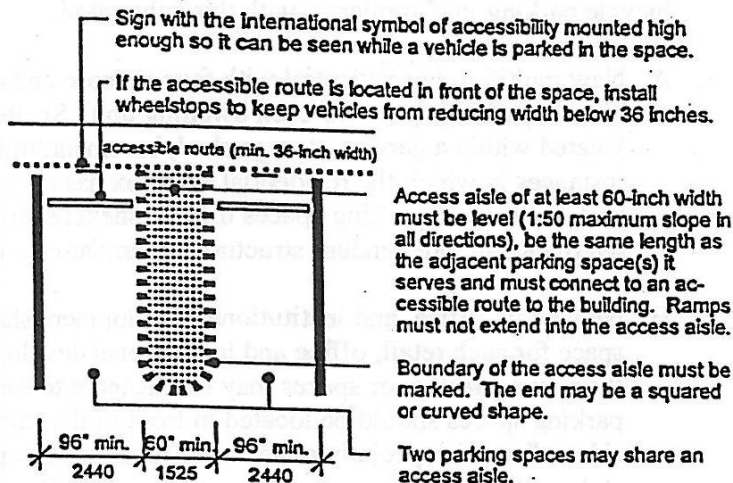
Free Technical Assistance

Answers to technical and general questions about restriping parking lots or other ADA requirements are available by telephone on weekdays. You may also order the ADA Standards for Accessible Design and other ADA publications, including regulations for private businesses or State and local governments, at any time day or night. Information about ADA-related IRS tax credits and deductions is also available from the ADA Information Line.

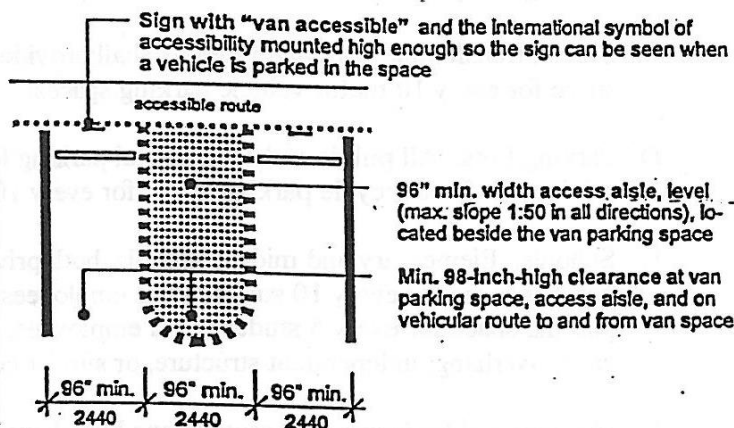
Department of Justice
ADA Information Line

800-514-0301 (voice)
800-514-0383 (tty)

Features of Accessible Parking Spaces for Cars



Three Additional Features for Van-Accessible Parking Spaces



Internet

You may also review or download information on the Department's ADA Internet site at any time. The site provides access to ADA regulations, technical assistance materials, and general ADA information. It also provides links to other Federal agencies, and updates on new ADA requirements and enforcement efforts. Internet address: www.usdoj.gov/crt/ada/ada.htm

Reference:

ADA Standards for Accessible Design (28 CFR Part 36):

§ 4.1.6 Alterations;
§ 4.1.2 Accessible Sites and Exterior Facilities: New Construction, and
§ 4.1.6 Parking and Passenger Loading Zones.

Duplication of this document is encouraged.

13. Bicycle Parking Requirements. The following new developments shall be required to provide bicycle parking in compliance with this subsection. Additionally, the required bicycle parking facilities shall be constructed when an existing building is altered or enlarged, or when a use is intensified by the addition of floor space, seating capacity, or change in use.

- A. Exemptions. This Section does not apply to single family, two-family, and three-family housing (attached, detached or manufactured housing), home occupations, agriculture and

livestock uses, or other developments with fewer than 10 vehicle parking spaces.

- B. New multifamily residential with four or more units shall provide at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. In those instances in which the residential complex has no garage or other easily accessible storage unit, the bicycle parking spaces shall be sheltered from sun and precipitation under an eave, overhang, an independent structure, or similar cover.
- C. New retail, office, institutional development and other commercial uses shall provide at least one bicycle parking space for each retail, office and institutional development, and provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces regarding the off-street parking lot and parking structures. These spaces shall be sheltered.
- D. Transit transfer and park and ride lots shall provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
- E. Parking Lots. All public and commercial parking lots and parking structures provide a minimum of one bicycle parking space for every 10 motor vehicle parking spaces.
- F. Schools. Elementary and middle schools, both private and public, provide one bicycle parking space for every 10 students and employees. High schools provide one bicycle parking space for every 5 students and employees. All spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
- G. Colleges and trade schools provide one bicycle parking space for every 10 motor vehicle spaces plus one space for every dormitory unit. Fifty percent of the bicycle parking spaces shall be sheltered under an eave, overhang, independent structure, or similar cover.
- H. Multiple Uses. For buildings with multiple uses (such as a commercial or mixed use center), bicycle parking standards shall be calculated by using the total number of motor vehicle parking spaces required for the entire development. A minimum of one bicycle parking space for every 10 motor vehicle parking spaces is required.
- I. Location and Design. Bicycle parking shall be conveniently located with respect to both the street right-of-way and at least one building entrance (e.g., no farther away than the closest parking space) either on the sidewalks or in specially constructed areas such as pedestrian curb extensions. All bicycle parking spaces shall be located in close proximity to the use they are intended to serve, shall be located no more than 50 feet from a well-used entrance, and shall have direct access to both the public right-of-way and the main entrance of the principal use. Inverted "U" style racks or ribbon racks are recommended. Bicycle parking shall not interfere with pedestrian passage, leaving a clear area of at least 36 inches between bicycles and other existing and potential obstructions. These spaces shall be sheltered. Bicycle parking should be incorporated whenever possible into building design and coordinated with the design of street furniture when it is provided. Street furniture includes benches, street lights, planters and other pedestrian amenities.
- J. Visibility and Security. Bicycle parking shall be visible to cyclists from street sidewalks or

building entrances, so that it provides sufficient security from theft and damage.

- K. Options for Storage. Bicycle parking requirements for long-term and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building.
- L. Lighting. Bicycle parking shall be least as well lit as vehicle parking for security.
- M. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only and shall not impede or create a hazard to pedestrians.